AMENDMENTS TO THE SPECIFICATION:

Page 2:

Please substitute the following paragraph for the paragraph beginning at line 6.

However, in recent years, although there are demands for restraining the inertia of an electric motor for the reason of improvement of steering feeling, and the like, there is a problem in that, with the structure of incorporating a torque limiter in the electric motor, the inertial of rotational shaft becomes large, and the electric motor cannot be miniaturized. Also, with a structure in which a friction member is used for a function of the torque limiter, there has been a problem in that the torque limiter has a possibility of deteriorating from ~~the~~ its initial level of performance as a result of ~~by the~~ wear-out of the friction member ~~due to a use for a long period of~~ during its use over time.

Page 5:

Please substitute the following paragraph for the paragraph beginning at line 16.

In order to reduce a peak load for absorbing, it is desirable to decrease the rigidity for increasing the deflection. However, the amount of deflection in a steering

system cannot be increased more than is necessary. Meanwhile, when the moving shaft is provided with a disc spring in order to protect the rack shaft and the pinion gear as Japanese Patent Laid-Open Publication No. 8-11728, the input load to the disc spring must be considered not only for the end contact in the case of normal steering, but also the end contact in the case of jacking-up time as described above. When the input load becomes high, the amount of deflection of the disc spring proportionally increases as a matter of course. However, even in the case of the maximum deflection, the maximum steering angle of the tire described above must not be exceeded. Since the deflection of the end contact in the worst condition is about five times the end contact in a normal condition, the rack stroke in actual steering must be ~~set to smaller~~ reduced by the amount of the maximum deflection. Thus the steering angle of the tire decreases by that amount. That is to say, if the rigidity of the spring is reduced in order to increase the absorbing effects, there is a problem in that the steering angle of the vehicle becomes insufficient, and thus the turning of the vehicle deteriorates, and the like. However, if the maximum deflection of the disc spring is kept small, the thickness of the spring member must be

increased, and there is a problem in that the absorbing effect is reduced.

Page 7:

Please substitute the following paragraph for the paragraph beginning at line 3.

Here, if attention is paid to the Young's modulus of the material, when the durability of the absorbing member is considered, the strain rate thereof must be small. However, with an increase in the amount of deflection of the absorbing member, it is necessary to assure the volume is sufficiently enlarged by ~~that~~ a comparable amount. Thus there is a limit of the increase in volume in a limited space. Normally, in a rack-and-pinion steering gear, the variation of stroke allowed from the vehicle is about ±1 to 2 mm, and thus it is desirable to have the rigidity such that the maximum deflection does not exceed 2 mm.

Pages 8:

Please substitute the following paragraph for the paragraph beginning at line 21.

Fig. 1 is a diagram of compressive load versus deflection for materials having different Young's moduli when impact energy is absorbed. The shaded areas are the impact absorption energy. In the figure, A shows the characteristic of a resin material, and B to D show characteristics of rubber materials having different Young's moduli. In a use under limited conditions described above, when energy absorption is properly attempted, if a Young's modulus E is about 1 to 10 (MPa), the rigidity of the absorbing member is insufficient, thus the amount of deflection becomes too large by absorbing the requested energy, and thereby the absorbing member might be broken. On the other hand, if a Young's modulus E is about 900 to 40000 (MPa), the rigidity of the absorbing member becomes too high, and the amount of deflection ~~is~~—can be suppressed. However, the absorbing effect becomes insufficient, and thus the maximum load that occurs becomes too high. This is, of course, the same for materials having a Young's modulus of the above-described value or more. Also, a resin is used in a glassy state area, thus the toughness decreases, and a crack might undesirably occur. Accordingly, in Fig. 1, only the resins having the characteristics B and C fall within a black frame limited by Fmax and δmaximum. The materials having such a characteristic include a polyurethane rubber.

Page 13:

Please substitute the following paragraph for the paragraph beginning at line 14.

In Fig. 2, a housing is constituted by a housing main body ~~110~~ 101 and a rack housing 110 extending therefrom in the electrically driven power steering apparatus 100. The housing main body 101 and the rack housing 110 are fixed to an unillustrated car body to integrally constitute the housing through an unillustrated bracket.

Page 19:

Please substitute the following paragraph for the paragraph beginning at line 24.

Fig. 7 is a sectional view, similar to Fig. 3, of an electrically driven power steering apparatus according to a fourth embodiment. In Fig. 7, an absorbing member 421 according to the fourth embodiment is formed by adhering a ring-shaped elastic member 421b made of a polyurethane material having a Young's modulus E in the range described above to both end faces of a ring-shaped metal member 421a in the axial direction. That is to say, both of the end faces are sandwiched by the elastic member 421b. The metal

member 421a is pressed into a hole in which the ball joint 115 of the housing 110 is accommodated. In this regard, in this embodiment, a plurality of axial-direction holes 421c are formed along the periphery direction on the metal member ~~421b~~ 421a, and the elastic ~~members~~ member 421b of both end faces of the metal member 421a ~~are~~ is connected through the axial-direction holes 421c, and thus the metal member 421a and the elastic member 421b are strongly integrated, thereby having excellent handling and durability.

Page 20:

Please substitute the following paragraph for the paragraph beginning at line 17.

Fig. 8 is a sectional view, similar to Fig. 3, of an electrically driven power steering apparatus according to a fifth embodiment. In Fig. 8, an absorbing member 521 according to the fifth embodiment is formed by adhering a ring-shaped elastic member 521b made of a polyurethane material having a Young's modulus E in the range described above to both end faces of a ring-shaped metal member 521a in the axial direction. That is to say, both of the end faces are sandwiched by the elastic member 521b. In this regard, in this embodiment, a plurality of axial-direction holes 521c are formed along the periphery direction on the

metal member 521b, and the elastic members 521b of both end faces of the metal member 521a are connected through the axial-direction holes 521c, and thus the metal member 521a and the elastic member 521b are strongly integrated, thereby having excellent handling and durability. Also, a tolerance ring 522 is interposed between the metal member 521a and the rack ~~hosing~~ housing 110.